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No. 16,662 號二十六百六十六萬壹第 日九十二月七年三統宣 HONGKONG, THURSDAY, SEPTEMBER 21ST, 1911. 四拜禮 號一十二月九年一十百九千一英港香 PRICE, \$3 PER MONTH.

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[a30-2]

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[a1351]

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Hongkong, 29th April, 1903. [a798]

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IRON, Steel, Metal and Hardware Merchants,
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SPECIAL CARS by arrangement at the
company's Office, Alexandra Buildings, Des
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General Managers.
Hongkong 16th June, 1911. 545

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LATEST FASHIONS OF
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CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
INSPECTION SOLICITED. PRICES REASONABLE.
Hongkong, 12th April, 1911. [a591]

mitsu BISHI DOCKYARD
AND ENGINE WORKS.
At A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condenser, Stone's Manganese Bronze,
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Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water on Keel-Blocks.
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1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OUHA-MARU," 716 tons and 12 knots speed, is always
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Max. Length of Ship taken in 460 Feet. 580 Feet.
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MARSEILLES ... APRIL 13th.
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Hongkong, 31st July, 1907. [609]
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FINEST HOTEL IN THE FAR EAST
Recently Refurnished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and Lavatory attached.
Perfect Sanitation.
The new Lounge will shortly be Completed.
A la Carte Restaurant and Grill Room Open 1st October.
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Ladies' Afternoon Tea-Rooms.
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Electrically Lighted Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a967]

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A FIRST CLASS AND UP-TO-DATE HOTEL.
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TELEGRAPHIC ADDRESS "COMFORT," Hongkong.
Hongkong, 1st September, 1910. [a43]

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PRIVATE HOTEL.
STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort Fine View of the Harbour.
Telephone No. 690.
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VICTORIA HOTEL
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MANAGER—MR. H. HAYNES.
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SITUATED ON THE BRITISH CONCESSION

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SITUATED IN THE CENTRE OF PRAYA GRANDE Both Hotels electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and special attention given to Tourists.
REASONABLE RATES.
WM. FARMER
Proprietor.
[a1084]

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FLOWER STREET.
9.15 P.M. Every Evening 9.15 P.M.
CINEMATOGRAPH VAUDEVILLE.
MISS VERA FERRACE.
MISS VERA FERRACE.
and
THE LATEST MOVING PICTURES
7.15 P.M. Pictures only 7.15 P.M.
Electric Fans Throughout Theatre.
Lessee and Manager: B. H. STEPHENSON
Hongkong, 8th September, 1911. [11092]

INTIMATION



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[25]

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and addresses with communications ad-
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All letters for publication should be
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No anonymously signed communications
that have already appeared in other papers
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Telegraphic Address: PARES
Codes: A.B.C. 5th Ed. Letter
(1, Ross, 84, Telephone No. 12).

BIRTHS.

On September 14th, at Shanghai, to Mr. and
Mrs. G. H. SOWDEN, a son.
On September 15th, at Shanghai, the wife of
L. TWEDDIE-STODART, I. M. Customs, of a
daughter.

On September 15th, at Shanghai, Mrs. G.
DUFFLESS, of a son.
On September 9th, at Kuling, to Mr. and
Mrs. ALEX. F. MCCORMICK, a son.
On September 13th, at Shanghai, to Mr. and
Mrs. A. R. DAVIES, a son (George Geoffrey
Oswald).

MARRIAGE.

On September 11th, at Shanghai, WYNNE
ALAN SEARAYE, to ROSA ELIZABETH COOKE.
On September 15th, at Shanghai, EUPHRASIA
BENEDICTA, the beloved wife of Mr. ADOLPHUS
P. DE CAMPOS, in her 41st year.
On September 14th, at Shanghai, FRIEDA
ELISE, the beloved wife of A. H. CAMPBELL.

HONGKONG OFFICE: 10A, DES VOUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 21st, 1911.

THAT most, if not all, of the troubles which
overtake China at present are due to the
financial difficulties which embarrass the
Government is a proposition which will be
readily admitted by those who have any
knowledge of the affairs of the Middle
Kingdom. China has come to a chronic
state of impecuniosity, and it is doubtful
if any other country in the world
suffers from "the eternal lack of public
peace" to the same extent. The possibilities
of this vast empire are undoubtedly great,
but their realisation is as yet so trifling and
so farly that her wealth remains inade-
quately exploited and her progress is in con-
sequence restricted. The love of money is
said to be the root of all evil, but the
lack of money is the explanation of much of
the dissatisfaction and unrest noticeable in

China to-day. The national exchequer is
unequal to the calls made by the growing
demands of progress. Railways are deemed
essential to the country's development; but
they cannot be built without capital. The
unthinking and the ultra-patriotic oppose
foreign loans, but they are incapable of
raising the money themselves, or unwilling;
and they unreasonably expect that the
Government will provide the means
without recourse to foreign loans. They
seem to be oblivious of the fact that the
national revenue is so small that it can-
not possibly cover the schemes which are
suggested from every part of the Empire.
True, the expenditure in some instances

might be more judicious, but apart from
that, the broad fact to be recognised is that
the revenue of the country is inadequate to
its needs. The question then arises—How
is the revenue to be increased? It is
realised by all who have given any thought
to the conditions prevailing in the Middle
Kingdom that real progress is impossible
until financial reform has been accom-
plished. Compared with other people, the
Chinese are very lightly taxed. The people
of China must be brought to recognise that
individual, municipal and national pros-
perity cannot be achieved unless the
wherewithal be furnished. The pronounced
antipathy to legal taxation which dis-
tinguishes the mass of Chinese at present is
perhaps not so inexplicable when it is
remembered that the method of collecting
revenue in the past has not been such as to
inspire confidence, but the greater degree of
popular control now exercised tends to
reduce the abuses of a bad system. Until
the Chinese can learn to look upon the
introduction of a satisfactory system or a
lighting system as a municipal investment
in which they will benefit, and like-
wise with other innovations, their knowledge
must be regarded as limited, but once
they view all such municipal and national
enterprises as business propositions then
they will begin to make decided progress.
In raising a national revenue for China, it
has been suggested that a land tax, with a
proper system of tenure, is the first essential.
Fully twenty years ago we believe Sir
ROBERT HART advocated such a scheme and
calculated the immense revenue which it
would yield, but the proposition suggested
too radical a change for official China to
contemplate, and it was politely shelved.
According to the theory of the government
of China, the title to all land is vested in
the Emperor, but although he has, or had,
an absolute power to tax and appropriate
any or all the land within the boundaries
of his empire, the land is nevertheless bar-
relled out among his subjects who enjoy
practically as undisturbed possession as do
the people of any other nation. The land tax,
according to one authority, varies from 12
to 10 cents a mu, or Chinese acre, which is
equivalent to from 10 to 66 cents an acre,
the amount being dependent on the quality
of the land, the difficulty of tillage,
its fertility, situation, or the use to which it
is put. Reckoning this tax at an average
of 25 cents an acre, it is computed that the
income to the Government from this source
ought to be about \$159,000,000. Even if
this sum were to reach the coffers at
Peking, it does not seem a particularly large
contribution from an empire whose area is
roughly fifteen times that of Great Britain,
and if land were to pay a toll more in
accord with that levied in other countries,
and commensurate with its increasing value,
China would have a substantial nucleus for
its national income. Of course, the increased
taxation would be unpopular, but that
would apply equally well to any other form
of raising revenue by direct taxation. The
development of natural resources, the opening
of railways, the establishment of industries
have all tended to raise the value of land,
representing a legitimate source of increased
taxation. Agricultural land may be exempted
from additional levies, or be subject to a
scale which would have regard to its as-
sessable value, but when it is remembered
Sir ROBERT HART's estimate in 1904 of the
possible revenue from a reform of the land
tax was 400 million taels, it is apparent that
a little courage and forethought on the part
of China's advisers would help the country
towards a solution of perhaps its greatest
problem.

The annual aquatic sports meeting of the
V.R.C. begins at 5 o'clock this afternoon, and
will be continued to-morrow and on Saturday.
The body of a Chinese male was found
floating in the harbour on Tuesday off the
Standard Oil Company's wharf at Kennedy-
town.
The chair coolies of Foochow are on strike
against new license regulations. The office of
the Police Tactai has been destroyed by the
mob.
For a long time without permission the
proprietor of the Hung Tai Lau, a big Chi-
nese restaurant, was yesterday fined \$10 by Mr.
J. B. Wood at the Magistrate's court.
The appointment of Mr. T. Piry as Post-
master-General of China under the Yü-Ch'uan
is announced in the Customs Gazette. Mr.
Piry vacates his position as a Commissioner of
Customs.
The following typhoon warning was received
by the American Consulate-General, Hongkong,
from the Manila Observatory at noon yester-
day:—Cyclone or typhoon south of Naha
moving N.W.
The Tak Wo firm of Queen's Road East was
summoned yesterday by Inspector Withell
before Mr. J. R. Wood for having 14 tins of
preserved fruit in their possession which were
unfit for human consumption. A fine of \$25
was imposed.
The following marriage announcement which
appears in a Bombay paper will interest the
bridgroom's many friends in Hongkong:—
The marriage arranged between Mr. M. E.
Montaith, 105th M.L.I., and Miss I. M. Fitz-
Gibbon, eldest daughter of Mr. P. I. Fitz-
Gibbon, Superintending Engineer, and Mrs.
Fitz-Gibbon, will be celebrated at St. Mary's
Church, Poona, on Thursday, August 24th.

A Frenchman representing a cinematograph
firm, while travelling in a ferry-boat in the
Yau-tszu Gorge, got into the water with the
rest of the occupants of his boat, within a few
hours of Chungking, and, along with some
natives, was drowned. Beyond that the boat
got upset in one of the many rapids little is
known of the affair. Some weeks previously there
passed through Hankow a French subject, Mr.
Nathan Barouh, who was travelling with a
cinematograph show outfit. It seems probable
that it was he who was the victim of the
accident in the rapids, as he obtained a registra-
tion from the local French Consulate enabling
him to exhibit his pictures in Yunnan.

The great economies which can be effected in
the consumption of fuel by the adoption of
modern gas engines at any works employing
considerable amounts of power are well-exem-
plified in the plant of the Taikeo Dockyard and
Engineering Co., of Hongkong, says *Eastern
Engineering*. "In their power-houses there are
installed engines aggregating 3,300 h.p., and
the fuel consumption has been proved to be less
than 1lb. of coal per horse-power-hour with
the machinery running at full load. The plant is
already one of the largest of its kind in the
East, but is being extended by some 2,000 h.p.
There are four engines, two of the side-by-side
type and two with single cranks. They were
all manufactured by Messrs. Richardsons,
Westgarth & Co., of Middlesbrough, while
the gas generators were supplied by the Power
Gas Corporation, of Stockton-on-Tees. The
dynamics with which the gas engines are coupled
are by Messrs. Dick, Kerr & Co., of Preston."

SEAMAN'S MISADVENTURE.
A Chinese seaman who "signed on" on a
steamer leaving for Haiphong on Monday has
had an extraordinary misadventure. Shortly
after the steamer left Hongkong he went to
sleep on the deck, and did not awake until he
found himself falling into the water. His
cry was not heard, and apparently he
was not missed, as the vessel proceeded on her
way. This happened near Lingting, and the
unfortunate man saw little hope of assistance.
However, he did not lose heart, but kept himself
afloat for about four hours, by which time he
was picked up by a launch and taken to Dumb
Bell, little the worse of his long stay in the
water.

PENALTIES FOR BREACH OF
OPIUM LAW.
A NEW ORDINANCE IN THE PHILIPPINES.
The *Cablenews* of Friday last says:—
In future lovers of the festive "top joint," or
in other words, opium smokers, will have an
easier time when convicted in the municipal
court, for yesterday the board passed a new
ordinance by which the penalties were drastically
reduced.

Under the former ordinance, No. 146, passed
June 7, 1911, Section 5 stated that any person
violating any provision of the ordinance should
be punished by a fine of P200, or imprisonment
for six months, or both, at the court's discretion,
and in case of a second conviction, both were
made mandatory on the part of the judge.
The new ordinance, No. 152, provides a fine
of from P100 to P200, or imprisonment of from
one month to six, or both, at the discretion of
the court. It also states that no one shall act as
guard or spy for an opium joint, otherwise the
provisions being practically identical with the
former ordinance.

This came about through so many opium cases
being lost in the higher courts, Judge Cross-
field held that the ordinance of last June ex-
ceeded the powers of the municipal board in that
it attempted to define an opium joint, and in
imposing an unreasonable severe penalty on
those who kept or frequented such places.

The invitations are out of Mr. and Mrs. B.
C. Howard announcing the forthcoming wed-
ding of Miss Howard to Mr. R. Moss as fixed
for October 3rd at Christ Church, Yokohama,

The Viceroy of Canton is sending to Peking
Taotai Sat Fuk Man as one who is fully in-
formed on the Macao Boundary Question.

The annual aquatic sports meeting of the
V.R.C. begins at 5 o'clock this afternoon, and
will be continued to-morrow and on Saturday.

The body of a Chinese male was found
floating in the harbour on Tuesday off the
Standard Oil Company's wharf at Kennedy-
town.

The chair coolies of Foochow are on strike
against new license regulations. The office of
the Police Tactai has been destroyed by the
mob.

For a long time without permission the
proprietor of the Hung Tai Lau, a big Chi-
nese restaurant, was yesterday fined \$10 by Mr.
J. B. Wood at the Magistrate's court.

The appointment of Mr. T. Piry as Post-
master-General of China under the Yü-Ch'uan
is announced in the Customs Gazette. Mr.
Piry vacates his position as a Commissioner of
Customs.

The following typhoon warning was received
by the American Consulate-General, Hongkong,
from the Manila Observatory at noon yester-
day:—Cyclone or typhoon south of Naha
moving N.W.

The Tak Wo firm of Queen's Road East was
summoned yesterday by Inspector Withell
before Mr. J. R. Wood for having 14 tins of
preserved fruit in their possession which were
unfit for human consumption. A fine of \$25
was imposed.

The following marriage announcement which
appears in a Bombay paper will interest the
bridgroom's many friends in Hongkong:—
The marriage arranged between Mr. M. E.
Montaith, 105th M.L.I., and Miss I. M. Fitz-
Gibbon, eldest daughter of Mr. P. I. Fitz-
Gibbon, Superintending Engineer, and Mrs.
Fitz-Gibbon, will be celebrated at St. Mary's
Church, Poona, on Thursday, August 24th.

A Frenchman representing a cinematograph
firm, while travelling in a ferry-boat in the
Yau-tszu Gorge, got into the water with the
rest of the occupants of his boat, within a few
hours of Chungking, and, along with some
natives, was drowned. Beyond that the boat
got upset in one of the many rapids little is
known of the affair. Some weeks previously there
passed through Hankow a French subject, Mr.
Nathan Barouh, who was travelling with a
cinematograph show outfit. It seems probable
that it was he who was the victim of the
accident in the rapids, as he obtained a registra-
tion from the local French Consulate enabling
him to exhibit his pictures in Yunnan.

The great economies which can be effected in
the consumption of fuel by the adoption of
modern gas engines at any works employing
considerable amounts of power are well-exem-
plified in the plant of the Taikeo Dockyard and
Engineering Co., of Hongkong, says *Eastern
Engineering*. "In their power-houses there are
installed engines aggregating 3,300 h.p., and
the fuel consumption has been proved to be less
than 1lb. of coal per horse-power-hour with
the machinery running at full load. The plant is
already one of the largest of its kind in the
East, but is being extended by some 2,000 h.p.
There are four engines, two of the side-by-side
type and two with single cranks. They were
all manufactured by Messrs. Richardsons,
Westgarth & Co., of Middlesbrough, while
the gas generators were supplied by the Power
Gas Corporation, of Stockton-on-Tees. The
dynamics with which the gas engines are coupled
are by Messrs. Dick, Kerr & Co., of Preston."

SEAMAN'S MISADVENTURE.
A Chinese seaman who "signed on" on a
steamer leaving for Haiphong on Monday has
had an extraordinary misadventure. Shortly
after the steamer left Hongkong he went to
sleep on the deck, and did not awake until he
found himself falling into the water. His
cry was not heard, and apparently he
was not missed, as the vessel proceeded on her
way. This happened near Lingting, and the
unfortunate man saw little hope of assistance.
However, he did not lose heart, but kept himself
afloat for about four hours, by which time he
was picked up by a launch and taken to Dumb
Bell, little the worse of his long stay in the
water.

PENALTIES FOR BREACH OF
OPIUM LAW.
A NEW ORDINANCE IN THE PHILIPPINES.

The *Cablenews* of Friday last says:—
In future lovers of the festive "top joint," or
in other words, opium smokers, will have an
easier time when convicted in the municipal
court, for yesterday the board passed a new
ordinance by which the penalties were drastically
reduced.

Under the former ordinance, No. 146, passed
June 7, 1911, Section 5 stated that any person
violating any provision of the ordinance should
be punished by a fine of P200, or imprisonment
for six months, or both, at the court's discretion,
and in case of a second conviction, both were
made mandatory on the part of the judge.
The new ordinance, No. 152, provides a fine
of from P100 to P200, or imprisonment of from
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the court. It also states that no one shall act as
guard or spy for an opium joint, otherwise the
provisions being practically identical with the
former ordinance.

This came about through so many opium cases
being lost in the higher courts, Judge Cross-
field held that the ordinance of last June ex-
ceeded the powers of the municipal board in that
it attempted to define an opium joint, and in
imposing an unreasonable severe penalty on
those who kept or frequented such places.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

FRANCE AND GERMANY.

UNSATISFACTORY REPLY FROM GERMANY.

LONDON, September 20th.
The French newspapers intimate that the
German reply is far from satisfactory.

Germany is still insisting on international
control in various spheres of France's
management of affairs in Morocco, and is
making reservations which can be used as
pretexts for intervention in the future.

The newspapers insist that France must
have complete liberty of action in exchange
for the concessions she is granting.

Nevertheless, the general belief of a final
settlement is reflected by the fact that war
insurance rates are much easier, and that
little business is being done therein.

Reuter's correspondent at Paris says it is
semi-officially stated that Herr von Kider-
len-Waechter did not hand a written reply
to M. Cambon yesterday, but substituted a
verbal conversation, the object being the
saving of time.

The conversation was conciliatory, and
the pourparlers are regarded as having
advanced a step.

Questions of principle, however, are still
in suspense, and on these France is unable
to yield.

THE STRIKES IN SPAIN.

MARTIAL LAW THROUGHOUT THE COUNTRY.

LONDON, September 19th.
Martial law has been proclaimed through-
out Spain.

A belated message from Bilbao states that
disorders lasting three hours occurred there
yesterday evening, and that the cavalry made
several charges.

The number of injured is not ascertainable,
as many are being attended at their homes,
fearing arrest.

At Valencia yesterday hundreds of rioters
stopped the tramcars, and eventually became
masters of the town; they stopped work in
nearly all the dockyards and factories, and
stayed shops.

The gendarmery were stoned and charged
the mob, and were reinforced by troops and
artillery.

At Colera the rioters raided the Mayor's
residence, killed a judge who was discussing
anti-strike measures with the authorities,
and severely injured several others.

LATER.
The Spanish Premier has made a state-
ment in which he said that martial law was
necessitated by the anarchist character of
the strike, which was directed by a com-
mittee of Spaniards and foreigners who had
headquarters at Barcelona.

The situation is worst in the province of
Valencia, where the revolutionaries have
seized Carcagente and Alcira. They burned
the Town Hall and other public buildings
at Alcira.

Troops have recaptured both towns.

IRISH RAILWAYS STRIKE.

LONDON, September 20th.

The Irish railways affected by the strike
are the Great Southern, the Midland, the
Great Western and the Great Northern
lines, but order on the last has already
been restored, and the services are almost
normal.

The other Companies are still running a
few trains on the main routes in and out of
Dublin and elsewhere, but traffic has been
entirely suspended at Queenstown.

LATER.
The Executive of the Amalgamated
Society of Railwaymen has decided that
unless the Companies cease dismissing or in
any way penalising men for refusing to
handle the traffic of firms whose employees
were on strike, and unless they re-instated
all the men without penalty, the Executive
would call out all Irish railwaymen.

LATER.
The papers are unanimous in denouncing
the Irish railway strike as a *reductio ad
absurdum*, and state that a sympathetic
strike is impossible.

The *Daily News* warns the Amalgamated
Society of Railwaymen that it has en-
gaged in a great struggle, and that England,
for vital things, cannot without prejudicing
the case, sanction the grotesque demand of
the Irishmen.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE LITHGOW STRIKES.

LONDON, September 19th.

One hundred and eight strikers have been
arrested at Lithgow, New South Wales.
One was fined four guineas, and the
Union Secretary was sentenced to two
months' imprisonment with hard labour.

THE JOHNSON-WELLS FIGHT.

LONDON, September 20th.

The Archbishop of Canterbury has
written to Mr. Winston Churchill urging
him to use his powers to prevent the
Johnson-Wells fight.

The papers are devoting columns to letters
of protest from bishops, headmasters,
magistrates and other prominent men.

It appears that the fight is legally not
preventable unless the Government in-
tervenes.

The *Daily Telegraph* dwells upon the
danger of the circulation of films of the
fight fomenting racial discord throughout
the Empire.

AN UNSUCCESSFUL EXPEDITION.

LONDON, September 20th.

Reuter's correspondent at Ottawa
wires that Bernier, who commanded the
Government expedition to try the North
West passage, has returned unsuccessful.

ROYAL AUSTRALIAN NAVY.

LONDON, September 20th.

Reuter's correspondent at Melbourne
wires that at King George's request the
Commonwealth Government has approved
the title, "Royal Australian Navy."

SIR ROBERT HART SERIOUSLY ILL.

LONDON, September 19th.

Sir Robert Hart is suffering from
pneumonia, and other complications have
set in.

Grave anxiety is felt for his condition,
and Sir William Osler has been summoned
to attend him.

THE DEATH OF M. STOLYPIN.

UNIVERSAL DETESTATION OF THE CRIME.

LONDON, September 20th.

M. Stolypin's death has caused the great-
est consternation in Russia.

The theatres are closing, and the churches
are crowded, requiems being offered for the
dead Premier, and services held for the wel-
fare of the Emperor, who is flooded with
telegrams avowing homage.

At a meeting of Nationalists held at St.
Petersburg a resolution was passed express-
ing the conviction that the slightest conces-
sion to revolutionary elements would be
equivalent to a revival of the "reign of
terror."

MUTINIOUS NORWEGIAN SOLDIERS.

LONDON, September 20th.

Reuter's correspondent at Christiania
wires that 139 soldiers have been imprisoned
for mutinous behaviour arising out of a
Socialist agitation.

SCULLING.

LONDON, September 20th.

Arnest has declined the offer of an English
sportsman to compete with Barry on the
Thames for a stake and expenses amounting
to £750 sterling.

He says he requires £750 for expenses
alone.

STRENGTHENING BRITAIN'S DEFENCES.

LONDON, September 20th.

The Home Office has circularised the
Chief Constables expounding an elaborate
scheme for the registration of persons will-
ing to serve as special constables in a serious
emergency, thus enabling the reservists in
the Police to join the colours in time of war
and giving confidence to the public for the
protection of life and property without ap-
pealing to military aid.

TELEGRAMS.

[("DAILY PRESS" EXCLUSIVE SERVICE.)]

THE SZECHUEN TROUBLE.

PEKING, September 19th.

The Government has received a lengthy
telegram from the Viceroy at Chengtu,
dated the 15th instant, in which he reports
that fighting has taken place intermittently
for seven days, but the loyalty of the troops
saved the situation.

The immediate neighbourhood of Chengtu
is safe, and the troops will shortly scour the
surrounding country.

[THROUGH REUTER'S AGENCY.]

RIOTOUS SCENES IN NEW SOUTH WALES PARLIAMENT.

LONDON, September 20th.

Reuter's correspondent at Sydney wires
that disorderly scenes in the State Parlia-
ment arose through allegations that Mr.
Willis, a seceding Liberal whom the Labour
Government appointed Speaker, had publicly
branded the Liberals as a band of ruffians.

Mr. Willis refused to discuss the question,
and ordered the removal of two Liberals.

Friends surrounded them; and for a long
time prevented their removal. Then the
police were called in and a melee ensued,
books being hurled at Mr. Willis.

Eventually several Liberals were removed.

[FROM THE "CARLENEWS-AMERICAN."]

AMERICA'S ARMY WEAKENED BY CUPID.

WASHINGTON, September 14th.

Major-General Leonard Wood, chief of
staff, issued a statement yesterday in defence
of his refusal to permit Second Lieutenant
Rumbough, 6th Field Artillery, to resign in
order to marry a daughter of Colgate, the
millionaire manufacturer.

General Wood declares in his statement
that too many second lieutenants have
already left the military service in order to
marry. He claims that the ranks of the
younger officers are being depleted thereby,
and that as far as he is concerned the Rum-
bough case will be a precedent in dealing
with all future proffered resignations of
second lieutenants with matrimony as the
motive.

THE U.S. PRESIDENTIAL CAMPAIGN.

WASHINGTON, September 15th.

A poll on Presidential preferences was
taken at the convention of State governors
now in meeting at Springfield with about
30 executives in attendance. It was found
that the Republicans were about equally
divided between President Taft and Senator
La Follette and that the Democrats divided
in about the same proportion in expressing
preferences for Governor Wilson and
Governor Harmon. Considerable surprise
is being expressed that so many Republican
Governors signified a desire to see Senator
La Follette the party's candidate.

THE KING AND THE NEWSPAPERS.

ROYAL VIEW OF THEIR RESPONSIBILITIES.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed DAILY PRESS only, and not to the Editor. Advertisements and Subscriptions are not ordered for a fixed period, but will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 35. Telephone No. 12. Telegraphic Address: Press Code: A.B.C. 5th Rd. Lecher's.

NEW ADVERTISEMENTS

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALACCA COAST).

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON AND NEW YORK.

S.S. "SATSUMA" ... On or about 7th Oct.

For Freight and further information, apply to

RODWEIL & Co., Ltd., Agents.

Hongkong, 21st September, 1911. [1175]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception of

Opium, Treasure and Valuables, are being landed

and stored at their risk into the hazardous and/or

extra hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Ltd.,

Kowloon, and West Point Godowns, whence

consignments may be obtained.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before NOON TO-DAY requesting it to be landed

here.

No Claims will be admitted after the Goods

have left the Godowns, and all goods remaining

undelivered after the 27th inst. will be subject

to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 27th inst. at 9.30 A.M.

All Claims must reach us before the 1st

Oct. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

General Agents,

Hongkong, 20th September, 1911. [5]

SITUATION WANTED.

BRITISHER (age 27), desires position in

Shipping or Mercantile Office. First

class experience and credentials.

E. D.

Care of "Daily Press" Office.

Hongkong, 15th September, 1911. [1150]

DHUNJEEHOY DORABJEE

NOWROJEE, DECEASED.

THE KING EDWARD HOTEL,

SALE BY PRIVATE TREATY.

THE Executors of the Estate of the above

deceased invite offers for the purchase

of a private treaty as a going concern of the Hotel

business carried on by the above deceased under

the style of THE KING EDWARD HOTEL

together with the benefit of the Lease of Portions

of Royal Buildings dated the 23rd day of

October, 1905, for a term of 14 years from the

1st day of September, 1905, and for the further

term of 7 years from the expiration of the said

term of 14 years at the monthly rent of

\$1,715.67 and taxes, which latter amount to

\$223.16 per month, and also with the benefit of

the Lease of Portions of the Hotel dated the

12th day of August, 1909, for the term of

8 years from the 1st day of October, 1909, at the

monthly rent of \$1,750 and taxes, which latter

amount to \$227.50 per month.

Certain portions of the Hotel Buildings are

underlet at monthly rents amounting to

\$1,560.50 inclusive of taxes.

Offers for the above should reach the under-

signed, from whom any further particulars may

be obtained, not later than the 21st day of

September, 1911.

The Executors reserve to themselves the right

to dispose of the property by private treaty prior to

the above date.

JOHNSON, STOKES & MASTER,

Princes Buildings, 100 House Street,

INTIMATIONS

V. R. C.

ANNUAL SWIMMING SPORTS.

TO-DAY (THURSDAY), 21st September,

Commencing at 5 P.M.

TO-MORROW (FRIDAY), 22nd September,

Commencing at 5 P.M.

SATURDAY, 23rd September, Commencing

at 4 P.M.

100 yards, 220 yards, 440 yards and 800 yards

Championships of the Colony, and many

other events.

MILITARY BAND in attendance on

SATURDAY, 23rd September, on

which day afternoon tea will be provided for

Ladies.

ADMISSION: Non-members \$1 each day;

Ladies 50 cents each day.

Hongkong, 18th September, 1911. [1162]

VICTORIA SKATING RINK.

THE NIGHT OF THE SEASON.

SATURDAY, 23rd SEPTEMBER, 1911.

BOXING! BOXING!

MONSTER PROGRAMME.

15 Rounds

IRON BUX v. KID MARRIOTT,

for the

Bantam Championship of the Orient.

15 Rounds

SAPPER MILES, c. CORPL. CHAMPION,

R.E.

Army and Navy Light-

weight Champion,

Aldershot.

8 Rounds

Seaman COAKER, v. Pte. POTTER,

H.M.S. "Kent,"

K.O.Y.L.I.

8 Rounds

Pte. SMITH, v. STOKER BIGGINS,

K.O.Y.L.I.

4 Rounds

LI HUNG CHANG v. Young J. JOHNSON.

J. DEMPSEY, v. SID. KELLY,

Referee, Timekeeper.

Commencing at 9.15 P.M., sharp.

POPULAR PRICES:

Kingside \$5, Stalls \$3, Gallery \$1.

Late Trains to the Peak.

Plan and Bookings at ROBINSON PIANO Co.

Hongkong, 13th September, 1911. [1160]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING

of the above Society will be held in the

CITY HALL, on TUESDAY, the 26th

September, 1911, at 5.30 P.M. for the purpose

of receiving the Annual Report and Statement of

Accounts for the year ending 31st August; and

of electing office-bearers for the ensuing year, &c.

A. V. MONK,

Act. Hon. Secretary.

Hongkong, 20th September, 1911. [1169]

HONGKONG CLUB.

NOTICE.

THE TWENTY-FIFTH DRAWING OF

SIXTY-FIVE DEBENTURES OF

HONGKONG CLUB (1896 issue, \$100.00 each)

was held in the Hongkong Club House,

on THURSDAY, the 14th September, 1911,

when the following Debentures were drawn for

Redemption:

5 274 624 1274 1588

17 284 628 1286 1644

34 295 680 1355 1659

41 366 686 1365 1684

48 403 727 1379 1693

65 429 770 1394 1710

81 457 801 1397 1728

82 471 950 1408 1730

101 494 1043 1423 1797

106 503 1062 1471 1823

148 511 1070 1529 1889

166 596 1094 1532 1902

206 614 1160 1550 1994

and will be Payable at the HONGKONG AND

SHANGHAI BANKING CORPORATION, on

SATURDAY, the 30th September, 1911,

in Exchange for surrender of same.

By Order,

JAMES CRAIK,

Secretary.

Hongkong, 14th September, 1911. [1152]

NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn

universally as a Fashionable Article of

Jewellery. Mailed direct to you for 10/-.

Write to-day.

B. WEINGOTT,

Dept. J.

Wanganni, New Zealand.

984]

NOTICE.

WE beg to inform our Lady Customers

that our Establishment will be

CLOSED at 5.30 P.M. every day, commencing

from 25th August, for One Month only, owing

to our FASTING HOLIDAYS.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,

Hongkong, 25th August, 1911. [1072]

AUSTRALIAN BUTTER.

There is

Nothing better than the best.

We keep it.

Do you want it?

FOUR BRANDS!

FOUR PRICES!

Fresh, Sweet, Firm and cold as ice.

THE

DAIRY FARM CO., LTD.

[36]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on

Sale daily at the following Stores:-

KOWLOON BOOK STALL, Ferry Wharf

Messrs. HUNG CHEONG, Haiphong Road

or Colloquial Chinese.

INTIMATION

LANE, CRAWFORD & CO.,

(TELEPHONE 97.)

SHOOTING SEASON

BOOTS

\$12.50

\$14.00

\$17.50

per pair



LEGGINGS

\$5.50

\$8.50

\$10.00

per pair

FOX'S SPIRAL PUTTEES.

THERMOS FLASKS,
PICNIC FLASKS.

COMPLETE CAMP OUTFITS.

LANE, CRAWFORD & CO.

[1088]

PUBLIC COMPANY

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE ORDINARY GENERAL MEET-

ING OF SHAREHOLDERS will be

held at the Company's Office, on SATURDAY,

the 23rd September, at NOON, for the purpose of

receiving the Report of the General Managers

together with a Statement of Accounts to the

30th June, 1911.

The TRANSFER BOOKS of the Company

will be CLOSED from the 9th to the 23rd

September, 1911, both days inclusive.

DOUGLAS, LAIDLAK & Co.,

General Managers.

Hongkong, 5th September, 1911. [1113]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL

MEETING of the DOUGLAS STEAMSHIP

COMPANY, LIMITED, will be held at the

Company's Office, on SATURDAY, the 23rd

day of September, 1911, at 12.15 o'clock in the

afternoon, when the subject of Extraordinary

Resolution will be proposed.

1. That Art. 18 (3) of the Company's Articles

of Association be altered by substituting

the sum of \$50,000 for the sum of \$25,000

in line two.

Should the Resolution be passed by the

required Majority, it will be submitted for

confirmation as a Special Resolution to a

Second Extraordinary Meeting which will be

subsequently convened.

Dated the 15th day of September, 1911.

DOUGLAS, LAIDLAK & Co.,

General Managers.

1151]

RUBBER SHARES.

SINGAPORE QUOTATIONS.

Singapore, September 8, 1911.

| Messrs. Lyle and Evans Ltd. | Buyers | Sellers |
|-----------------------------|--------|---------|
| 1. Allagar | 54 4/8 | 54 1/2 |
| 2. Allagar Options | 54 1/2 | 54 1/2 |
| 3. Anglo-Java | 54 1/2 | 54 1/2 |
| 4. Anglo-Malay | 54 1/2 | 54 1/2 |
| 5. Anglo-Sumatra | 54 1/2 | 54 1/2 |
| 6. Ayer Kuning | 54 1/2 | 54 1/2 |
| 7. Banteng | 54 1/2 | 54 1/2 |
| 8. Batak | 54 1/2 | 54 1/2 |
| 9. Batak Options | 54 1/2 | 54 1/2 |
| 10. Batak | 54 1/2 | 54 1/2 |
| 11. Batak | 54 1/2 | 54 1/2 |
| 12. Batak | 54 1/2 | 54 1/2 |
| 13. Batak | 54 1/2 | 54 1/2 |
| 14. Batak | 54 1/2 | 54 1/2 |
| 15. Batak | 54 1/2 | 54 1/2 |
| 16. Batak | 54 1/2 | 54 1/2 |
| 17. Batak | 54 1/2 | 54 1/2 |
| 18. Batak | 54 1/2 | 54 1/2 |
| 19. Batak | 54 1/2 | 54 1/2 |
| 20. Batak | 54 1/2 | 54 1/2 |
| 21. Batak | 54 1/2 | 54 1/2 |
| 22. Batak | 54 1/2 | 54 1/2 |
| 23. Batak | 54 1/2 | 54 1/2 |
| 24. Batak | 54 1/2 | 54 1/2 |
| 25. Batak | 54 1/2 | 54 1/2 |
| 26. Batak | 54 1/2 | 54 1/2 |
| 27. Batak | 54 1/2 | 54 1/2 |
| 28. Batak | 54 1/2 | 54 1/2 |
| 29. Batak | 54 1/2 | 54 1/2 |
| 30. Batak | 54 1/2 | 54 1/2 |
| 31. Batak | 54 1/2 | 54 1/2 |
| 32. Batak | 54 1/2 | 54 1/2 |
| 33. Batak | 54 1/2 | 54 1/2 |
| 34. Batak | 54 1/2 | 54 1/2 |
| 35. Batak | 54 1/2 | 54 1/2 |
| 36. Batak | 54 1/2 | 54 1/2 |
| 37. Batak | 54 1/2 | 54 1/2 |
| 38. Batak | 54 1/2 | 54 1/2 |
| 39. Batak | 54 1/2 | 54 1/2 |
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[J. P. Bisset & Co's List.]

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ALL THE WORLD'S WARSHIPS.

WHAT THE POWERS OBTAINED FOR £5,000,000,000.

In a work of five hundred-odd pages Mr. Fred T. Jane contrives every year to describe with an amazing wealth of accurate detail some five thousand ships of war, representing the material and tangible product of an expenditure that must run to about £5,000,000,000. It is no light task, as may easily be imagined, for every class of ship dealt with has at least four illustrations—a photograph, a plan, a profile, and a silhouette.

A point which immediately strikes one on looking through the illustrations is the manner in which the desire for perpetual readiness for war has gripped the naval authorities of the world and impressed its mark deeply upon the ships.

The older warships, particularly in some foreign navies, are crowded with topmasts and masts of possibly useful but probably useless gear—scat-er about or built upon the deck.

NOT BEAUTIFUL, BUT—

The ships of to-day are vastly different. The deck is built clear and clean from end to end, and the only excrescences allowed upon it are the gun-turrets, the conning-towers, the funnels, and the masts.

The gun-turrets, however, are not the same as the gun-turrets of old. They are now built upon the deck-level, and are worked efficiently from the deck-level, and as may be the result of many experiments now being carried out in various parts of the world, the guns can be controlled from a similar position. Electric fans have replaced the old ventilating sails, and internal combustion engines will out the funnel.

There are some who can see grace and beauty in the super-Dreadnought of to-day. A few years hence the first-class fighting ship will be just a great, swiftly-locomotive, level-decked barge with a few gun-houses that will appear to sight or instant before the guns are fired and disappear with the recoil.

Another feature that will attract attention is the growing practice of giving ships funnels of unequal height. The object in doing this is to carry the smoke from the funnels down beneath the waterline, so that the ships are invisible to the enemy.

The funnels built in this fashion are the twenty destroyers of the 1909-10 programme and the battle-cruiser Indefatigable, while several other ships, including those of the Invincible and Warrior classes, have had their fore-funnel lengthened after completion. Needless to add, the effect is not beautiful, especially as later ships have funnels of unequal thickness as well.

AMERICA'S LEAD.

Two new fashions appear to be taking firm hold on the navies of the world, judging by the plans in Mr. Jane's book. The first is that of putting all the gun-turrets on the middle line of the ship, and the second, of putting three guns, instead of two, into each turret.

The United States led the way in the first of these, and in all her Dreadnoughts, although the number of big guns has been reduced from eight to two, the line principle has been adhered to. Its great advantage is that it gives a free fire for all guns on either beam—the sacrifice of ahead and astern fire is not regarded as serious, in view of the tactical ideas now generally held. At the same time, a ship that finds itself bows on to an enemy's likely to find the new arrangement rather uncomfortable, and tactics will for this reason play a very large part in the next naval war.

The other nation which have adopted the centre-line arrangement for all their Dreadnoughts are Italy, Austria, and, probably, Russia. In our own case, however, the development was gradual. Our first seven Dreadnought battleships had three turrets on the middle line and two abreast on the beams. Then came the Neptune, Hercules, and Colossus, in which the turrets not on the middle line are placed on echelon, or diagonally, so that both can fire on each broad beam.

In the small angle. In the Orion, Lion, and the ships of the Thunder class we have at last copied the American system. How these and other differences affect the fighting power of ships may be seen in the fact that the American Michigan, the British Dreadnought, and the German Thuringen all fire the same number of guns (eight) on the broad-side, although the numbers mounted are eight, ten, and twelve respectively.

OTHER CHANGES.

There are some startling changes to be noted in the distribution of naval strength. Reckoning in completed Dreadnoughts alone, Great Britain is, of course, first with 13, followed by Germany (6), the United States (4), and Brazil (2).

The rest of the world is nowhere. These nations alone have completed Dreadnoughts at sea. If we include Dreadnoughts in all stages of construction, the position of Germany is much better, although, of course, she remains in the second place. For the British Empire the total is 32, for Germany 21, and for the United States 12. Japan comes next with seven ships; then Italy, Austria, Russia, and France, with four each. Brazil and Spain have three Dreadnoughts built and building, although the Spanish vessels are much less powerful than the Russian, Italian, and Argentine are building two apiece; and Turkey brings up the rear with one.

The next power to complete its first Dreadnought should be Italy, and then Austria, followed by the Argentine, Japan, France, and Russia. It will be seen that when the time comes for Dreadnoughts to stand alone as the gage of naval power, the complexion of the maritime world will have been considerably altered.

Here are some more interesting—in some cases significant—facts to be culled from Mr. Jane's most valuable work. Aerial craft appear in it for the first time. All the naval powers are devoting great attention to the provision of ships for using the submarine mine. Germany has more fast protected cruisers than any, although our sea-interests are at least five times as great, and her newest vessels of this class are three knots faster than ours.

"Fighting Ships, 1911." Founded and Edited by Fred T. Jane. (London: Sampson, Low, Marston, & Co. 21s net.)

ON SALE.

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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p., Comdr. A. Lowden, Weihaiwei.

Assured, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Weihaiwei.

Atlas, admiral's flag, 615 tons, 1,400 h.p., Master S. West, Hongkong.

Brandy, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Shanghai.

Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Yangtze.

Cadmus, British ship, 1,070 tons, i.h.p. 1,400, Lieut. Comdr. H. Lyne, Hongkong.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Clio, British ship, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Hongkong.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. H. S. Monro, Weihaiwei.

Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain J. Nichols, en route to Colon.

Hansa, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Hon. Guy Stopford, Hongkong.

Jart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lt. Comdr. Hon. Guy Stopford, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt. Comdr. M. B. R. Blackwood, Weihaiwei.

Kant, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, Weihaiwei.

Kilbride, river gunboat, 615 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lyne, Shanghai.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. B. O. M. Dary, Sandakan.

Minotaur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Whitley, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Weihaiwei.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Weihaiwei.

Moonraker, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. G. P. Leith, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbines, Captain George P. E. Hunt, D.S.O., Weihaiwei.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillierden-Woodward, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 4,300 h.p., Comdr. Lamb, Weihaiwei.

Robin, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Cosmo A. O. Douglas, West River.

Rosario, depot ship for submarines, 930 tons, i.h.p. 1,400, Lt. Comdr. N. E. Archdale, Hongkong.

Santipiper, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. E. J. J. Southby, West River.

Sulphur, river gunboat, 95 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo boat destroyer, 395 tons, i.h.p. 6,000, Gunner E. J. Trillo R.N., Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong.

Tees, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut. Comdr. R. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Comdr. M. B. Baillie-Hamilton, Shanghai.

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 h.p., Lieut. Comdr. Harold D. Adair, Hail, Weihaiwei.

Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. R. L. Hancock, Singapore.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. G. B. Hartford, Weihaiwei.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut. Comdr. H. W. Widdie, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. R. Brooks, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtze.

Submarines:—

Mosquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kerandroz, Saigon.

Oly, river gunboat, 170 tons, 8 guns, 500 h.p., Lieut. de Malendeville, Upper Yangtze.

Peiho, river gunboat, 130 tons, 4 guns, 250 h.p., Lieut. Fusch, Tongki.

Pierle, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon.

Pistolot, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongkong.

Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morrie, Saigon.

Redoutable, battleship (reserve), 9,330 tons, 37 guns, 6,200 h.p., Capt. Dronet, Saigon.

Styx, armoured gunboat, 1,600 tons, 9 guns, 1,600 h.p., Lieut. Serlet, Saigon.

Tahon, destroyer, 290 tons, 6 guns, 6,500 h.p., In Reserve, Saigon.

Vauban, torpedo-depot, Commander Mortenol, Hongkong.

Vétéran, torpedo-depot, Lieut. Bihel, Cap Saint-Jacques.

Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Daulouin, Sikiang.

Arcona, cruiser, 2,719 tons, Captain von Hippel, Amoy.

Ilia, gunboat, 1,000 tons, 10 guns, b.p., Captain Laus.

Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain Graf von Posadowsky-Wehner.

Leipzig, cruiser, Captain Engel.

Ludwig, sub-marine, 850 tons, 10 guns, 1,344 h.p., Captain Böhlen.

Solihorn, armoured cruiser (flagship), 11,420 tons, 52 guns, 38,000 h.p., Kapitän zur See Max, 380 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Kommandant Kolbe (Hans) Bertram.

"Torpedo boat 'Sgo,' Captain Leut. Hayden.

Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss.

Tingnan, gunboat, 170 tons, 5 guns, 1,300 h.p., Captain Ross.

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| SIBERIA | 18,000 | SATURDAY, 27th Jan, at 1 p.m. |
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SHIPPING

ARRIVALS.
 DUELOW, German str., 2,533, H. Formes, 20th Sept.—Yokohama 9th Sept., General and Mails—Melchers & Co.
 HAITAN, British str., 1,183, J. S. Reach, 20th Sept.—Swatow 19th Sept., General—Douglas, Taprak & Co.
 HANGKONG, British str., 1,356, S. Wilda, 20th Sept.—Shanghai 15th Sept., General—Jardine, Matheson & Co.
 HUPHILL, British str., 1,204, A. Tucker, 20th Sept.—Moji 14th Sept., General—Butterfield & Swire.
 LAERTES, Brit. str., 2,904, J. S. Taylor, 20th Sept.—Shanghai 16th Sept., General—Butterfield & Swire.
 LINAN, British str., 1,355, C. C. Williams, 20th Sept.—Shanghai 17th Sept., General—Butterfield & Swire.
 LONGSANG, British str., 1,091, G. W. G. Leach, 20th Sept.—Manila 16th Sept., General—Jardine, Matheson & Co.
 NANSANG, British str., 2,591, P. M. B. Lake, 20th Sept.—Japan 16th Sept., General—Jardine, Matheson & Co.
 PRINZ SIGISMUND, German str., 1,844, F. Brunning, 20th Sept.—Sydney 26th August, General—Melchers & Co.
 SARDINIA, British str., 4,126, C. C. Talbot, 20th Sept.—Yokohama 5th Sept., General—P. & O. S. N. Co.
 TANON MARU, Japanese str., 1,142, Kawasaki, 19th Sept.—Nagasaki, General—Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 20th September.
 Berlin, German str., for Europe, &c.
 Housang, British str., for Canton.
 Hong Kong, British str., for Amoy.
 Johanna, German str., for Swatow.
 Kyogo Maru, Japanese str., for Amoy.
 Prinz Sigismund, German str., for Kobe.
 Sumatra, British str., for Shanghai.
 Tjiboro, Dutch str., for Haiphong.
 Triumph, German str., for Kobe.

DEPARTURES.

20th September.
 CEYLON MARU, Japanese str., for Singapore.
 CHONGSHING, Brit. str., for Swatow.
 CHONGSANG, British str., for Shanghai.
 EASTERN, British str., for Australia.
 HUPHILL, British str., for Swatow.
 JAPAN, British str., for Singapore.
 LINAN, British str., for Canton.
 MATSUYAMA, British str., for Shanghai.
 PRINCESS ALICE, German str., for Singapore.
 SARDINIA, British str., for Singapore.
 TACHIBANA, Chinese str., for Shanghai.
 TACHIBANA, Chinese str., for Shanghai.
 TACHIBANA, Chinese str., for Shanghai.
 TACHIBANA, Chinese str., for Shanghai.
 TACHIBANA, Chinese str., for Shanghai.

SHIPPING REPORTS.

The British str. *Linan* reports: Strong N.E. gale, high confused sea.
 The British str. *Nansang* reports: Moderate E. to S. wind with squally unsettled weather, S. Easterly swell.
 The British str. *Longsang* reports: Fresh N.E. winds, high confused sea, overcast squally with rain on 19th.
 The British str. *Longsang* reports: Fine weather outward; moderate gale from all the points, high sea inward.

PASSENGERS.

ARRIVED.
 Per *Nansang*, from Japan, Mr. E. B. Cleska and Mr. S. S. Forster.
 Per *Haitan*, from Coast Ports, Mr. Lawpenki, Mr. H. Schmidt and Mr. Von Rejow.
 Per *Linan*, from Shanghai, Dr. Loh, Mr. and Mrs. W. E. Lye, Miss Mador, Messrs McK. Edwards, J. Kraus and Edmunds.
 Per *Sardinia*, from Hongkong, from Shanghai, Mrs. Redd, from Foochow, Mrs. Hooper, Mrs. Davenport, 2 children and emah, Mr. and Mrs. H. Staple Smith, child and 6 servants, Mr. A. G. M. Layker, Mr. A. L. Watson, Miss Stewart, Miss Wing, Mrs. A. M. McEwan and Miss Wright, for Singapore, from Yokohama, Mr. and Mrs. F. C. Jones and child, for London, from Kobe, Mr. and Mrs. H. Bassett, Mrs. Buckley and child, from Tsingtau, Miss M. H. Eymon, from Shanghai, Mr. and Mrs. W. H. McIntyre, Mrs. H. Dawson, Gracie and infant, Mrs. Hamilton and infant, Mr. B. Soar, Mr. G. Crank and Miss A. Munson.
 Per *Prinz Sigismund*, from Hongkong, from Sydney, Mr. Aldo Antolin, Prof. and Mrs. John Cox, from Rabaul, Mr. M. Bitter and Mr. H. Woeke, from Friedrich Wilhelmshafen, Mr. F. Uldrup, from Manila, Mr. A. P. E. Doyle, Mr. and Mrs. P. Runkler, Mr. Perno Lipke, Mr. A. H. Tai, Mr. J. C. Howe, Mr. O. H. Padden, Mr. H. G. Canister, Mr. and Mrs. E. A. van der Loos, Mr. K. K. Koller, Mr. and Mrs. G. V. Hayes, Mr. and Mrs. P. A. Glover, Mr. E. C. McCullough, Mr. E. O. Almeida, Mr. J. B. O. Colman, Mr. A. H. Sjoval, Mr. Mayes Hall, Mr. R. E. Hisset, Mr. D. A. Willard and Mr. R. G. Richardson.
 Per *Duelow*, from Hongkong, from Yokohama, Mr. Eugenio Lopez, from Kobe, Mr. Williams and Mr. S. Matsubara, from Nagasaki, Miss G. H. C. Hanco, Master Churchill and amah, from Shanghai, Mr. O. Wiesner, Mr. and Mrs. T. P. Eury, Mr. H. W. Andrews, Mr. and Mrs. W. Vulp, Mr. Westphal, Mr. H. Bieko, Messrs. Hachmeister, Hammer, H. T. Gann, Miss T. Spencer-Risario, Miss F. A. Britton and Miss Sekey, from Yokohama, for Singapore, Lieut. Col. O'Leary, for Gera, B.E. and Mrs. M. C. Goncalves Pereira, for Southampton, Miss H. E. Vottidge, for Bremen, Mrs. H. Bartels, children and nurse, from Kobe, for Genoa, Mr. O. Grahmann, from Nagasaki, for Singapore, Mrs. G. P. Kieberg, Mrs. Y. Tan and Mrs. H. Savat, from Shanghai, for Singapore, Miss V. Dorevics, Mr. Friend, Miss S. Allor, Mr. Aulafan and Mr. Lo Sing, for Colombo, Mr. Boherall and Mr. Shingwides, for Genoa, Mr. W. R. Clouth, for London, Messrs Reed and Payne, for Bremen, Mr. Johann Armig.

LATEST STEAMER MOVEMENTS.

The Bank Line str. *Lucie* sailed from Kobe on the 19th inst. for Moji, and is due to arrive at Hongkong on or about the 26th inst.
 The N.Y.K. str. *Imen Maru* (Calcutta Line) left Moji for this port on the 18th inst., and is expected here on the 23rd inst.

STEAMERS PASSED THE CANAL.

August 25th—*Suez*, Athens. 29th—*Candia*, Simla. Sept. 1st—*Dardanus*, Glueus. *Kaga Maru*, Poona, *Sachsen*, Tonkin. 5th—*Duyera*, Benarig, Benlomon, China, *Flintshire*, *Montrose*, *Spezia*, *Buena*, 8th—*Benedicta*, *Malta*, *Pembroke*, *Syria*, 12th—*Chazze*, *India*, *Liveria*, *Centur*, 15th—*Albania*, *Buenos*, *Cyprus*, *Island*, *Ips*, *Maru*, *Kleist*, *Pavia*, *Prinz Eitel Friedrich*, *Alban*, *Prinz*, 19th—*Ceylon*, *Ernst Simons*, *Kemmer*, *Perseus*, *Segovia*, *Silecia*, *Talmon*, *Amam*, *Yandina*, *Aradia*, *Ernstfeld*.

ARRIVALS AT HOME.

Sept. 19th—*Prometheus*.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's

2. From Harbour Master's to Blake Pier

3. From Blake Pier to Naval Yard

4. From Naval Yard to East Point

| DESTINATION. | VESSEL'S NAME. | FLAG & REG. | BERTH | CAPTAIN. | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|------------------|-------------|-------|-----------------------|------------------------------|---------------------------|
| LONDON, &c. via USUAL PORTS OF CALL | ASSAYE | Brit. str. | — | G. W. Cookman, R.N.R. | P. & O. S. N. Co. | On 30th inst., at Noon |
| LONDON, HAMBURG & ANTWERP | GLINTURRET | Brit. str. | — | Jäger | SHEWAN, TOMES & CO. | On 4th Oct. |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | FURST BULOW | Ger. str. | — | Jäger | HAMBURG-AMERIKA LINIE | On 11th Oct. |
| ROTTERDAM & HAMBURG VIA STRAITS, &c. | BELOHATIA | Ger. str. | — | V. Dührn | HAMBURG-AMERIKA LINIE | On 31st Oct. |
| HAVRE, BREMEN & HAMBURG, &c. | REINHOLD | Ger. str. | — | Wayhausen | HAMBURG-AMERIKA LINIE | On 29th inst. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SUEVIA | Ger. str. | — | Rassau | HAMBURG-AMERIKA LINIE | On 10th Oct. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SENDEMBIA | Ger. str. | — | Eichhorn | HAMBURG-AMERIKA LINIE | On 25th Oct. |
| HAVRE & HAMBURG VIA STRAITS, &c. | BAYERN | Ger. str. | — | Bröhmer | HAMBURG-AMERIKA LINIE | On 12th Nov. |
| COPENHAGEN & BALTIC PORTS | YEDDO | Swed. str. | — | — | OLDF WIK & CO., LTD. | About 20th inst. |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | KAMO MARU | Jap. str. | — | Sommer | NIPPON YUSEN KAISHA | On 27th inst., at D'light |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | AKI MARU | Jap. str. | — | K. Honma | NIPPON YUSEN KAISHA | On 11th Oct., at 6 p.m. |
| TRIESTE, &c. via SINGAPORE, &c. | VORWAERTS | Aus. str. | — | R. Dannecker | SANDER, WIELER & CO. | On 23rd inst., P.M. |
| NAPLES GENOA ALGIERES, GIBRALTAR & SOUTHAMPTON | HUELOW | Ger. str. | — | H. Formes | MELCHERS & CO. | To-day, at 10 A.M. |
| VICTORIA, C.B. & TACOMA VIA KEBELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | — | OSAKA SHOSEN KAISHA | On 3rd Oct., at 11 A.M. |
| BOSTON & NEW YORK | SAISUNA | Brit. str. | — | — | DOWELL & CO., LTD. | About 7th Oct. |
| VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c. | PRINZ SIGISMUND | Jap. str. | — | K. Noda | NIPPON YUSEN KAISHA | On 10th Oct., at Noon |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | EMPEROR OF JAPAN | Brit. str. | 1 m. | S. Robinson | CANADIAN PACIFIC B. Co. | On 23rd inst., at 6 p.m. |
| VANCOUVER, B.C., SEATTLE & PORTLAND, &c. | KUMERIC | Brit. str. | — | G. B. McGill | THE BANK LINE, LIMITED | On 3rd Oct. |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | MONTAGLE | Brit. str. | 2 m. | W. Davison | CANADIAN PACIFIC B. Co. | On 14th Oct., at Noon |
| VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c. | CANADA MARU | Jap. str. | — | — | OSAKA SHOSEN KAISHA | On 17th Oct., at 11 A.M. |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. | MONGOLIA | Am. str. | — | — | PACIFIC MAIL S.S. Co. | On 30th inst., at 1 p.m. |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. | NIPPON MARU | Jap. str. | — | A. G. Stevens | TOYO KAISEN KAISHA | On 6th Oct., at Noon |
| AUSTRALIAN PORTS VIA MANILA | PERSEA | Brit. str. | — | — | PACIFIC MAIL S.S. Co. | On 20th Oct., at 1 p.m. |
| AUSTRALIAN PORTS VIA MANILA | CHANGSHA | Brit. str. | 1 m. | E. Finlayson | BUTTERFIELD & SWIRE | On 26th inst., at Noon |
| AUSTRALIAN PORTS VIA MANILA | NIKKO MARU | Jap. str. | — | M. Yagi | NIPPON YUSEN KAISHA | On 29th inst., at Noon |
| AUSTRALIAN PORTS VIA MANILA | PRINZ SIGISMUND | Jap. str. | — | E. Brunning | NIPPON YUSEN KAISHA | On 7th Oct., at D'light |
| KOBE & YOKOHAMA | KAGA MARU | Jap. str. | — | M. Hagino | NIPPON YUSEN KAISHA | On 23rd inst., at 11 A.M. |
| KOBE & YOKOHAMA | KUMANO MARU | Jap. str. | — | M. Winkler | NIPPON YUSEN KAISHA | On 27th inst., at Noon |
| JAPAN | TUJITABO | Dut. str. | — | V. Zwart | JAVA-CHINA-JAPAN LIN | Quick despatch |
| MEXICAN, PERUVIAN & CHILEAN VIA JAPAN | BUTO MARU | Jap. str. | — | — | TOYO KAISEN KAISHA | On 14th Oct., at Noon |
| TIENSIN VIA TSINGTAU & CHEFOO | CHONGSHING | Brit. str. | — | V. McOlynmt-Liddell | JARDINE, MATHESON & CO., LD. | On 26th inst., at Noon |
| SHANGHAI, TSINGTAU, KOBE & YOKOHAMA | DERFFLINGER | Ger. str. | — | F. Proesch | MELCHERS & CO. | About 20th inst. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | SUMATRA | Brit. str. | — | W. R. Le Mare, R.N.R. | P. & O. S. N. Co. | To-day, at Noon |
| SHANGHAI | CHENAN | Brit. str. | 1 m. | Wm. Lloyd Jones | BUTTERFIELD & SWIRE | To-day, at 4 p.m. |
| SHANGHAI | LINAN | Brit. str. | 1 m. | C. C. Williams | BUTTERFIELD & SWIRE | On 23rd inst., at M'night |
| SHANGHAI VIA SWATOW | HANGSANG | Brit. str. | — | Kleppner | JARDINE, MATHESON & CO., LD. | On 24th inst., at D'light |
| SHANGHAI, KOBE & MOJI | KOTSANG | Brit. str. | — | N. Nielsen | JARDINE, MATHESON & CO., LD. | On 26th inst., at Noon |
| SHANGHAI, MOJI & KOBE | WAKASA MARU | Brit. str. | — | Benson | NIPPON YUSEN KAISHA | On 27th inst. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | CANDIA | Brit. str. | 1 m. | W. B. Hickey | BUTTERFIELD & SWIRE | On 23rd inst., at 4 p.m. |
| SHANGHAI | CHINDIA | Brit. str. | — | H. S. Bradshaw | P. & O. S. N. Co. | About 26th inst. |
| SHANGHAI, KOBE & YOKOHAMA | DELHI | Brit. str. | — | Bröhmer | HAMBURG-AMERIKA LINIE | On 6th Oct. |
| SHANGHAI | BAYERN | Ger. str. | k. w. | H. Powell | P. & O. S. N. Co. | About 13th Oct. |
| SHANGHAI | DEVANHA | Brit. str. | — | — | OLDF WIK & CO., LTD. | About 17th Oct. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | CANTON | Swed. str. | — | — | JAVA-CHINA-JAPAN LIN | Quick despatch |
| SHANGHAI | TIPODAS | Dut. str. | — | M. v. Wijk Juriansz. | OSAKA SHOSEN KAISHA | On 27th inst., at 10 A.M. |
| FOOCHOW VIA SWATOW & AMOY | CHOSHUN MARU | Jap. str. | — | — | OSAKA SHOSEN KAISHA | On 23rd inst., at 10 A.M. |
| ANPING VIA SWATOW & AMOY | SOSHU MARU | Jap. str. | — | — | OSAKA SHOSEN KAISHA | On 24th inst., at 10 A.M. |
| TAMSUI VIA SWATOW & AMOY | DAIGI MARU | Jap. str. | — | — | OSAKA SHOSEN KAISHA | To-day, at 1 p.m. |
| SWATOW, AMOY & FOOCHOW | HAITANG | Brit. str. | 2 h. | J. S. Roach | DOUGLAS LAFRAIK & CO. | On 23rd inst., at 4 p.m. |
| SWATOW | HAICHING | Brit. str. | 2 h. | W. C. Passmore | DOUGLAS LAFRAIK & CO. | On 25th inst., at 1 p.m. |
| MANILA, CEBU & ILOILO | HAITANG | Brit. str. | 2 h. | J. W. Evans | SHEWAN, TOMES & CO. | To-day, at 4 p.m. |
| MANILA | ZAFIRO | Am. str. | — | M. C. Smith | JARDINE, MATHESON & CO., LD. | On 23rd inst., at 2 p.m. |
| MANILA, CEBU & ILOILO | LUONGSANG | Brit. str. | — | Teack | BUTTERFIELD & SWIRE | On 26th inst., at 4 p.m. |
| MANILA | TEAN | Brit. str. | 1 m. | A. W. Outerbridge | JARDINE, MATHESON & CO., LD. | On 30th inst., at Noon |
| MANILA, CEBU & ILOILO | YUENSANG | Brit. str. | — | P. H. Rolfe | SHEWAN, TOMES & CO. | On 10th Oct., at 4 p.m. |
| BATAVIA, CHERIBON, SAMARANG, &c. | RUBI | Am. str. | — | S. Crosby | JAVA-CHINA-JAPAN LIN | On 3rd Oct. |
| BOMBAY VIA SINGAPORE & COLOMBO | TUJITABO | Dut. str. | — | Rooy | JARDINE, MATHESON & CO., LD. | On 26th inst., at Noon |
| SINGAPORE, PENANG & CALCUTTA | BOMBAY MARU | Jap. str. | — | J. Peranaka | NIPPON YUSEN KAISHA | On 3rd Oct. |
| SINGAPORE, PENANG & CALCUTTA | NAMSANG | Brit. str. | — | G. M. B. Lake | JARDINE, MATHESON & CO., LD. | On 26th inst., at Noon |
| SINGAPORE, PENANG & CALCUTTA | LAIRANG | Brit. str. | — | E. F. Smith | DAVID SASSON & CO., LTD. | On 3rd Oct., at Noon |
| SINGAPORE, PENANG & CALCUTTA | MAUSANG | Brit. str. | — | E. B. Lake | JARDINE, MATHESON & CO., LD. | On 3rd Oct., at Noon |
| SANDAKAN | CHUNBANG | Brit. str. | — | Weghall | JARDINE, MATHESON & CO., LD. | To-morrow, at Noon |
| KUDAT & SANDAKAN | BORENO | Ger. str. | — | G. P. Mattock | JARDINE, MATHESON & CO., LD. | On 26th inst., at Noon |
| KWANG CHOW WANG & HAIPHONG | SI-KIANG | Fren. str. | — | F. Semblil | MELCHERS & CO. | On 27th inst., at 9 A.M. |

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE MAGNIFICENT FAST LINERS.

| STEAMSHIP | DISPLACEMENT | DATE |
|-------------------------|--------------|-------------------|
| "GOEBEN" | 17,000 tons | ON FEBRUARY 6TH. |
| Capt. A. ARLBORN. | | |
| "DERFFLINGER" | 17,300 | ON FEBRUARY 21ST. |
| Capt. F. PROESCH. | | |
| "PRINZ EITEL FRIEDRICH" | 16,000 | ON MARCH 6TH. |
| Capt. E. MALCHOW. | | |
| "YORCK" | 17,000 | ON MARCH 20TH. |
| Capt. J. RANDELMANN. | | |
| "PRINZESS ALICE" | 20,300 | ON APRIL 2ND. |
| Capt. P. GROSCH. | | |
| "LUETZOW" | 17,300 | ON APRIL 17TH. |
| Capt. J. BORTFELDT. | | |
| "KLEIST" | 17,000 | ON APRIL 30TH. |
| Capt. L. MAASS. | | |

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR

NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN

SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA

MANILA, YAP, MARONN, SAMAR, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE

KUDAT and SANDAKAN

STEAMERS

"BUELOW," Capt. H. FORMES, 16,900

"DERFFLINGER," Capt. F. PROESCH, 17,000

"PRINZ SIGISMUND," Capt. F. BRUNING, 6,000

"BORNEO," Capt. P. SEMBLIL, 5,000

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 21st September, 1911.

SWEDISH EAST ASIATIC

CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILINGS

COPENHAGEN AND BALTIC PORTS "YEDDO" About 20th Sept.

SHANGHAI, YOKOHAMA, KOBE & MOJI "CANTON" About 17th October.

For Freight and Further Particulars, apply to TELEPHONE NO. 171.

OLDF WIK & CO., CHINA AGENCIES, AKTIEBOLAG.

46 YORK BUILDINGS TOP FLOOR.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 21st September, 1911. PHILIPPINES S.S. CO. 13

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

SAVING 5 to 7 DAYS' OCEAN TRAVEL.

S.S. "MONTAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong. "EMPERESS OF JAPAN" Sat., 23rd Sept. "EMPERESS OF IRELAND" Fri., 20th Oct.

"MONTAGLE" SATURDAY, 14th Oct. From Quebec.

"EMPERESS OF INDIA" Sat., 4th Nov. "EMPERESS OF BRITAIN" Fri., 1st Dec.

"EMPERESS OF JAPAN" Sat., 2nd Dec. "EMPERESS OF BRITAIN" Fri., 29th Dec.

Steamships leave HONGKONG at 6 p.m.

The Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports for New York £71.10.

Intermediate on Steamers " £43 " £45.

and 1st Class Railway " £43 " £4

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|--------------------------------------|--|---------------------|-------------------------------|
| SHANGHAI, MOJI, KOBE and YOKOHAMA | SUMATRA Capt. W. R. Le Mare, R.N.R. | Noon 21st Sept. | Freight and Passage. |
| | CANDIA Capt. W. R. Hickoy, | About 23rd Sept. | Freight only. |
| SHANGHAI | DELHI Capt. H. S. Bradshaw, | About 23rd Sept. | Freight and Passage. |
| | DEVANHA Capt. H. Powell, | About 13th Oct. | Freight and Passage. |
| LONDON VIA USUAL PORTS | ASSAYE Capt. G. W. Cockman, | Noon 30th Sept. | See Special Advertisement. |

For Further Particulars apply to

E. A. HEWETT,

Superintendent.

Hongkong, 21st September, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|--|------------|-------------------------|
| SHANGHAI | "CHENAN" | On 21st Sept. 4 P.M. |
| SHANGHAI | "LINAN" | On 23rd Sept. 11 Night. |
| MANILA, ZAMBOANGA, FIJES, DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BMS, BANE, SYDNEY & MELBOURNE | "CHANGSHA" | On 26th Sept. Noon. |
| MANILA, CEBU and ILOILO | "TEAN" | On 26th Sept. 4 P.M. |
| SHANGHAI | "CHINHUA" | On 28th Sept. 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample, Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 21st September, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| FOR | STEAMERS | TO SAIL |
|-------------------------------|--------------|-------------------------------|
| SANDAKAN | "MAUSANG" | Friday, 22nd Sept. Noon. |
| MANILA | "LOONGSANG" | Saturday, 23rd Sept. 2 P.M. |
| SHANGHAI via SWATOW | "HANGSANG" | Saturday, 24th Sept. D'light. |
| SANDAKAN | "SHUNANG" | Tuesday, 26th Sept. Noon. |
| TIENSIN via TSINGTAU & CHEFOO | "CHONGSHING" | Tuesday, 26th Sept. Noon. |
| SHANGHAI, KOBE & MOJI | "KUTSANG" | Tuesday, 26th Sept. Noon. |
| SINGAPORE, PENANG & CALCUTTA | "NAMANG" | Tuesday, 26th Sept. Noon. |
| MANILA | "YUENSANG" | Saturday, 30th Sept. 2 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "LAISANG" | Tuesday, 3rd Oct. Noon. |

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG" and "FOOKSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagtsen Ports, Tsingtan, Weihaiwei, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Twao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 21st September, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

OUTWARD.

| | |
|--------------------------------|-----------------------------------|
| For SHANGHAI, KOBE & YOKOHAMA: | For HAVRE, BREMEN & HAMBURG: |
| S.S. BAYERN | S.S. RHEINFELS |
| S.S. ARCADIA | S.S. SUEVIA |
| S.S. SLAVONIA | For ROTTERDAM, HAMBURG & ANTWERP: |
| S.S. SCANDIA | S.S. FURST BULOW |
| S.S. SPEZIA | For HAVRE, BREMEN & HAMBURG: |
| | S.S. SENEGAMBIA |
| | For ROTTERDAM & HAMBURG: |
| | S.S. BELGRAVIA |
| | For HAVRE & HAMBURG: |
| | S.S. BAYERN |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 20th September, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIPS | CAPTAIN | LEAVING |
|------------|-------------------|---------------------------------|
| "HAITAN" | Capt. J. S. Roush | THURSDAY, 21st Sept., at 1 P.M. |
| "HAIFYANG" | Capt. J. W. Evans | TUESDAY, 26th Sept., at 1 P.M. |

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAICHING" ... [Capt. W. C. Passmore] ... SATURDAY, 23rd Sept., at 4 P.M. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LARBAIK & Co.,

GENERAL MANAGERS.

Hongkong, 21st September, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| STEAMER | Tons | CAPTAIN | DATE OF SAILING |
|-------------|--------|---------------|-----------------------------|
| NIPPON MARU | 11,000 | A. G. Stevens | FRIDAY, 6th Oct., at Noon. |
| TENYO MARU | 21,000 | E. Bent | FRIDAY, 13th Oct., at Noon. |
| SHINYO MARU | 21,000 | H. S. Smith | FRIDAY, 3rd Nov., at Noon. |
| CHIYO MARU | 21,000 | W. W. Greene | FRIDAY, 1st Dec., at Noon. |

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 6th October, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

| STEAMER | Tons | DATE OF SAILING |
|---------------|--------|------------------------------------|
| BUYO MARU | 10,500 | SATURDAY, 14th October, at Noon. |
| HONGKONG MARU | 11,000 | WEDNESDAY, 13th December, at Noon. |
| KIYO MARU | 17,500 | TUESDAY, 18th February, at Noon. |

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG:

| | |
|---------------|-------------|
| To LONDON | £71.10.0. |
| To VALPARAISO | Yen 570.00. |

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—
TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR | STEAMERS | Tons (Gross Reg.) | LEAVES |
|--|----------------|-------------------|-----------------------------------|
| VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA | "CHICAGO MARU" | 6,182 | TUESDAY, 3rd Oct., at 11 A.M. |
| VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA | "CANADA MARU" | 6,064 | TUESDAY, 17th Oct., at 11 A.M. |

* The s.s. "Canada Maru" will not call at Keelung.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for Steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

| FOR | STEAMERS | LEAVES |
|-----------------------------|----------------|-------------------------------------|
| ANPING via SWATOW and AMOY | "SOSHU MARU" | SATURDAY, 23rd Sept., at 10 A.M. |
| TAMUI via SWATOW, AMOY | "DAIGI MARU" | SUNDAY, 24th Sept., at 10 A.M. |
| FOOCHOW via SWATOW and AMOY | "CHOSHUN MARU" | WEDDAY, 27th Sept., at 10 A.M. |

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,

MANAGER.

772-778]

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 27th Sept., 1911, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | Tons | SAILING DATES |
|---|---|-------|-------------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID | KAMO MARU Capt. E. L. Sommer, | 9,000 | WEDDAY, 27th Sept., at Daylight. |
| | AKI MARU Capt. K. Honma, | 7,000 | WEDDAY, 11th Oct., at Daylight. |
| | MISHIMA MARU Capt. A. E. Moss, | 9,000 | WEDDAY, 25th Oct., at Daylight. |
| VICTORIA, B.C. & SEATTLE | SADO MARU Capt. J. Richards, | 7,000 | SATURDAY, 7th Oct., from Kobe |
| VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA | TAMBA MARU Capt. K. Noda, | 7,000 | TUESDAY, 10th Oct., at Noon. |
| | AWA MARU Capt. Irizawa, | 7,000 | TUESDAY, 7th Nov., at Noon. |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | NIKKO MARU Capt. M. Yagi, | 5,000 | FRIDAY, 29th Sept., at Noon. |
| | KUMANO MARU Capt. M. Winkler, | 7,000 | FRIDAY, 27th Oct., at Noon. |
| SHANGHAI, MOJI and KOBE | WAKASA MARU Capt. N. Nielsen, | 7,000 | WEDDAY, 27th September. |
| NAGASAKI, KOBE and YOKOHAMA | KUMANO MARU Capt. M. Winkler, | 7,000 | WEDDAY, 27th Sept., at Noon. |
| KOBE and YOKOHAMA | KAGA MARU Capt. M. Hagino, | 7,000 | THURSDAY, 28th 11 A.M. |
| BOMBAY via SINGAPORE, and COLOMBO | BOMBAY MARU Capt. J. Tennaka, | 5,000 | TUESDAY, 3rd October. |

* Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days).

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The First Steamer to sail from Hongkong:—

"JINSEN MARU," Tons 3,782, CAPT. MACHIDA, ON 26TH SEPT.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

With Option of rail between Steamers' Calling Ports in Japan.

For further information, apply to—

T. KUSUMOTO, MANAGER.

(1061-14-40)

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS | Leave | Connecting Steamers | Due | Due | | |
|----------------|----------|---------------------|---------------------------|----------------------|----------|----------|
| to | HONGKONG | from COLOMBO to | MARSEILLES | PLYMOUTH | | |
| COLOMBO | | MARSEILLES & LONDON | (Brindisi 2 days earlier) | (London 1 day later) | | |
| Steamer | Tons | 1 P.M. SATURDAY | Steamer | Tons | SATURDAY | FRIDAY |
| ASSAYE | 7500 | February 3 | MANTUA | 11000 | March 2 | March 8 |
| HIMALAYA | 7000 | February 17 | MACEDONIA | 10500 | March 16 | March 22 |
| DELHI | 8000 | March 2 | MOREA | 11000 | March 30 | April 5 |
| INDIA | 8000 | March 16 | Through Steamer | | April 13 | April 19 |
| DEVANHA | 8000 | March 30 | MOLDAVIA | 11000 | April 27 | May 3 |
| DELTA | 8000 | April 13 | MALJOJA | 12500 | May 11 | May 17 |
| ASSAYE | 7500 | April 27 | MONGOLIA | 10000 | May 25 | May 31 |
| DELHI | 8000 | May 11 | MALWA | 11000 | June 8 | June 14 |

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE. £106.14 RETURN.

2nd " £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

| | | about | | about | |
|---------|---------|----------|----|--------|----|
| | Tonnage | | | | |
| NYANZA | 7000 | February | 7 | March | 22 |
| NILE | 7000 | March | 6 | April | 17 |
| NUBIA | 6000 | April | 3 | May | 17 |
| SUMATRA | 5000 | April | 17 | May | 31 |
| NAMUR | 7000 | May | 1 | June | 14 |
| PALAWAN | 5000 | May | 15 | June | 29 |
| BOBNEO | 5000 | May | 29 | July | 13 |
| SYRIA | 7000 | June | 12 | July | 27 |
| NORE | 7000 | June | 26 | August | 10 |

These Steamers

"G R A E T Z."

METALLIC FILAMENT
LAMPS

Saving in current 70%

BRICH & GRAETZ,
BERLIN S. O. 36.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 15th September, 1911.**BERLIN-GUBENER
HUTFABRIK ACT. GES.
VORM. A. COHN GUBEN III.**

(GERMANY).

ESTABLISHED 1859

Manufacturers and Exporters of all kinds of

FELT AND WOOL HATS SOFT AND STIFF.

DAILY PRODUCTION 26,000 HATS BY 3,500 WORKMEN.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 15th September, 1911.**HOEHL**Extra
Dry.

Gold American.

Obtainable in Small Cases of

12 Pints, at \$19.00 Per Case.

For Orders please Write or Telephone to—

HUGO C. A. FROMM,HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 15th September, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 23, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The Derflinger, with the German Mail, left Singapore on Saturday, the 16th inst., at 3 p.m. and may be expected here to-day.

The Kiangsien, with the Siberian Mail, is due to arrive here on Sunday, the 24th inst.

FOR

FEE

DATE

Hobow and Pukhoi ... *Triumph* ... Thursday, 21st, 8.00 A.M.Shanghai, Moji, Kobe and Yokohama ... *Sumatra* ... Thursday, 21st, 11.00 A.M.EUROPE, &c., INDIA VIA TUTICORIN ... *Bilow* ... Thursday, 21st, 8.00 A.M.Swatow, Amoy and Foochow ... *Haitan* ... Thursday, 21st, NoonSaigon ... *Laertes* ... Thursday, 21st, 1.00 P.M.Macao ... *Sui Tai* ... Thursday, 21st, 1.15 P.M.Shanghai ... *Chenau* ... Thursday, 21st, 3.00 P.M.Manila ... *Zafra* ... Thursday, 21st, 3.00 P.M.Tsingtau, Chefoo, Nanchang and Chiuwangtao ... *Onsany* ... Thursday, 21st, 3.00 P.M.Kudat and Sandakan ... *Borneo* ... Friday, 22nd, 9.00 A.M.Sandakan ... *Mausang* ... Friday, 22nd, 11.00 A.M.Macao ... *Sui Tai* ... Friday, 22nd, 1.15 P.M.Manila ... *Loongang* ... Saturday, 23rd, 1.00 P.M.(Taking Mails for Cebu and Iloilo) ... *Dorwent* ... Thursday, 21st, 2.00 P.M.Saigon ... *Sui Tai* ... Saturday, 23rd, 1.15 P.M.Macao ... *Hatching* ... Saturday, 23rd, 3.00 P.M.Swatow ... *Hatching* ... Saturday, 23rd, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE

Swatow and Shanghai ... *Hanang* ... Saturday, 23rd, 5.00 P.M.Shanghai ... *Linan* ... Saturday, 23rd, 5.00 P.M.Samarang and Sourabaya ... *Clara Johnson* ... Tuesday, 26th, 10.00 A.M.Shanghai, Kobe and Moji ... *Kutsang* ... Tuesday, 26th, 10.00 A.M.Tsingtau, Chefoo and Tientsin ... *Chipsing* ... Tuesday, 26th, 10.00 A.M.Manila (Taking Mails for Cebu and Iloilo) ... *Changsha* ... Tuesday, 26th, 10.00 A.M.Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle ... *Lightning* ... Tuesday, 26th, 10.00 A.M.Singapore, Penang and Calcutta ... *Chunang* ... Tuesday, 26th, 10.00 A.M.Sandakan ... *Namsang* ... Tuesday, 26th, 10.00 A.M.Singapore, Penang and Calcutta ... *Namsang* ... Tuesday, 26th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

The Parcel Mail will be closed on Friday, the 29th inst., at 5 p.m.

Manila (Taking Mails for Cebu and Iloilo)

Singapore, Penang and Calcutta

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

September 20th.

ON LONDON:—
Telegraphic Transfer 1/2 3/4
Bank Bills, on demand 1/2 3/4
Bank Bills, at 30 days' sight 1/2 3/4
Bank Bills, at 4 months' sight 1/2 3/4
Credits, at 4 months' sight 1/2 3/4
Documentary Bills 4 months' sight 10/10ON PARIS:—
Bank Bills, on demand 225 1/2
Credits, at 4 months' sight 229 1/2ON GERMANY:—
On demand 183 1/2ON NEW YORK:—
Bank Bills, on demand 43 1/2
Credits, at 60 days' sight 44 1/2ON BOMBAY:—
Telegraphic Transfer 133 1/2
Bank, on demand 134ON CALCUTTA:—
Telegraphic Transfer 133 1/2
Bank, on demand 134ON SHANGHAI:—
Bank, at sight 75 1/2
Private, 30 days' sight 75

ON YOKOHAMA:—On demand 87 1/2

ON MANILA:—On demand 87 1/2

ON SINGAPORE:—On demand 87 1/2

ON BATAVIA:—On demand 107 1/2

ON HATYONG:—On demand 11 1/2 p.m.

ON SAGONG:—On demand 86

ON BANGKOK:—On demand 86

SOVEREIGNS, Bank's Buying Rate \$11.10

GOLD LEAF, 100 fine, per tael \$57.90

BAR SILVER, per oz. 24 3/4 d.

SUBSIDIARY COINS.

Chinese 20 cents pieces, \$5.25 discount.
Chinese 10 " \$5.75
Hongkong 20 " \$4.79
Hongkong 10 " \$5.04

SHARE LIST.—QUOTATIONS. HONGKONG, SEPTEMBER 20th, 1911.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | CLOSING QUOTATIONS CASH. |
|--|----------------|----------|----------|--------------------------|
| BANKS. | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$890, sellers |
| China Borneo Company, Limited | 60,000 | \$12 | all | \$24 10/10 |
| China Light and Power Company, Limited | 50,000 | \$5 | all | \$103 |
| China Provident, Loan & Mortgage Co., Ltd. | 50,000 | \$1 | all | \$1.50 |
| COTTON MILLS. | | | | |
| Ewo Cotton Spinning & Weaving Co., Ltd. | 20,000 | Tls. 50 | all | Tls. 52 |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | \$10 | all | \$5.55 |
| International Cotton Manufacturing Co., Ltd. | 10,000 | Tls. 75 | all | Tls. 44 |
| Loon-King-Mow C. Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | all | Tls. 63 |
| Say Chee Cotton Spinning Co., Limited | 20,000 | Tls. 50 | all | Tls. 24 |
| Dairy Farm Company, Limited | 40,000 | \$7 1/2 | all | \$23 |
| DOCKS AND WHARVES. | | | | |
| H'kong & Kowloon Wharf & G. Co., Ltd. | 60,000 | \$50 | all | \$50 |
| Hongkong & Whampoa Dock Co., Ltd. | 50,000 | \$50 | all | \$51, sellers |
| New Amoy Dock Co., Limited | 10,000 | \$6 1/2 | all | \$7, sellers |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | all | Tls. 58 |
| Shanghai and Hongkong Wharf Co., Ltd. | 36,000 | Tls. 100 | all | Tls. 86 |
| Green Island Cement Co., Limited | 400,000 | \$16 | all | \$3.85, buyers |
| Hongkong and China Gas Co., Limited | 7,000 | \$10 | all | \$20 |
| Hongkong Electric Co., Limited | 60,000 | \$10 | all | \$213, sal. & bu. |
| Hongkong Hotel Company, Limited | 8,000 | \$50 | all | \$119 |
| Manila Metropole Hotel Limited | 15,000 | P. 10 | all | \$11 |
| Hongkong Ice Company, Limited | 50,000 | \$25 | all | \$155, sellers |
| Hongkong Rope Manufacturing Co., Limited | 60,000 | \$10 | all | \$18 |
| H'kong & South China Steam Fisheries Co., Ltd. | 15,000 | \$10 | all | \$7 |
| INSURANCES. | | | | |
| Canton Insurance Office Co., Limited | 10,000 | \$250 | all | \$207, buyers |
| China Fire Insurance Co., Limited | 20,000 | \$100 | all | \$20 |
| China Traders Insurance Co., Limited | 24,000 | \$85.35 | all | \$105 |
| Hongkong Fire Insurance Co., Limited | 8,000 | \$250 | all | \$560, sellers |
| North-China Insurance Co., Limited | 10,000 | \$15 | all | Tls. 153 |
| Union Insurance Society, Limited | 12,000 | \$250 | all | \$160 |
| Yongtze Insurance Association, Limited | 12,000 | \$100 | all | \$225, @ Ex 75 |
| LANDS AND BUILDINGS. | | | | |
| Hongkong Land Investment Agency Co., Ltd. | 50,000 | \$100 | all | \$593, sales |
| Humphreys' Estate and Finance Co., Ltd. | 150,000 | \$10 | all | \$73 |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$50 | all | \$23, sellers |
| Shanghai Land Investment Co., Limited | 78,000 | Tls. 50 | all | Tls. 97 |
| West Point Building Co., Limited | 12,500 | \$50 | all | \$45, buyers |
| MINING. | | | | |
| Société Française des Charbon de Tonkin | 16,000 | Fes. 250 | all | \$700 |
| Raub Australian Gold Mining Co., Ltd. | 230,000 | \$1 | all | \$2.65 |
| Peak Tramways Co., Limited | 25,000 | \$10 | all | \$113, sellers |
| Philippine Co., Limited | 75,000 | \$10 | all | \$1, buyers |
| REFINERIES. | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 | all | \$140, sellers |
| Luzon Sugar Refining Co., Limited | 7,000 | \$100 | all | \$29, sellers |
| STEAMSHIP COMPANIES. | | | | |
| China and Manila Steamship Co., Ltd. | 30,000 | \$25 | all | \$11, buyers |
| Douglas Steamship Co., Limited | 20,000 | \$50 | all | \$22, buyers |
| Hongkong, Canton & Macao S.S. Co., Ltd. | 80,000 | \$15 | all | \$27, sellers |
| Indo-China Steam Navigation Co., Ltd. | 60,000 pref. | \$5 | all | \$64, 1/100 |
| Shell Transport & Trading Co., Limited | 2,500,000 | \$1 | all | \$15 17.6 |
| Star Ferry Company, Limited | 10,000 | \$10 | all | \$75 |
| South China Morning Post, Limited | 10,000 | \$10 | all | \$27 |
| Steam Laundry Company, Limited | 20,000 | \$5 | all | \$17 |
| STORES AND DISPENSARIES. | | | | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | all | \$11, buyers |
| Wm. Powell, Limited | 15,000 | \$7 | all | \$4, sal. & bu. |
| Watkins, Limited | 10,000 | \$10 | all | \$24, buyers |
| A. S. Watson & Co., Limited | 90,000 | \$10 | all | \$54 |
| Weissmann, Limited | 3,000 | \$10 | all | \$15, buyers |
| H. Price & Co., Ltd. | 15,000 | \$10 | all | \$12, buyers |
| United Asbestos Oriental Agency, Limited | 9,900 ord. | \$10 | all | \$10 |
| Union Waterboat Co., Limited | 100 shares | \$10 | all | \$300 |

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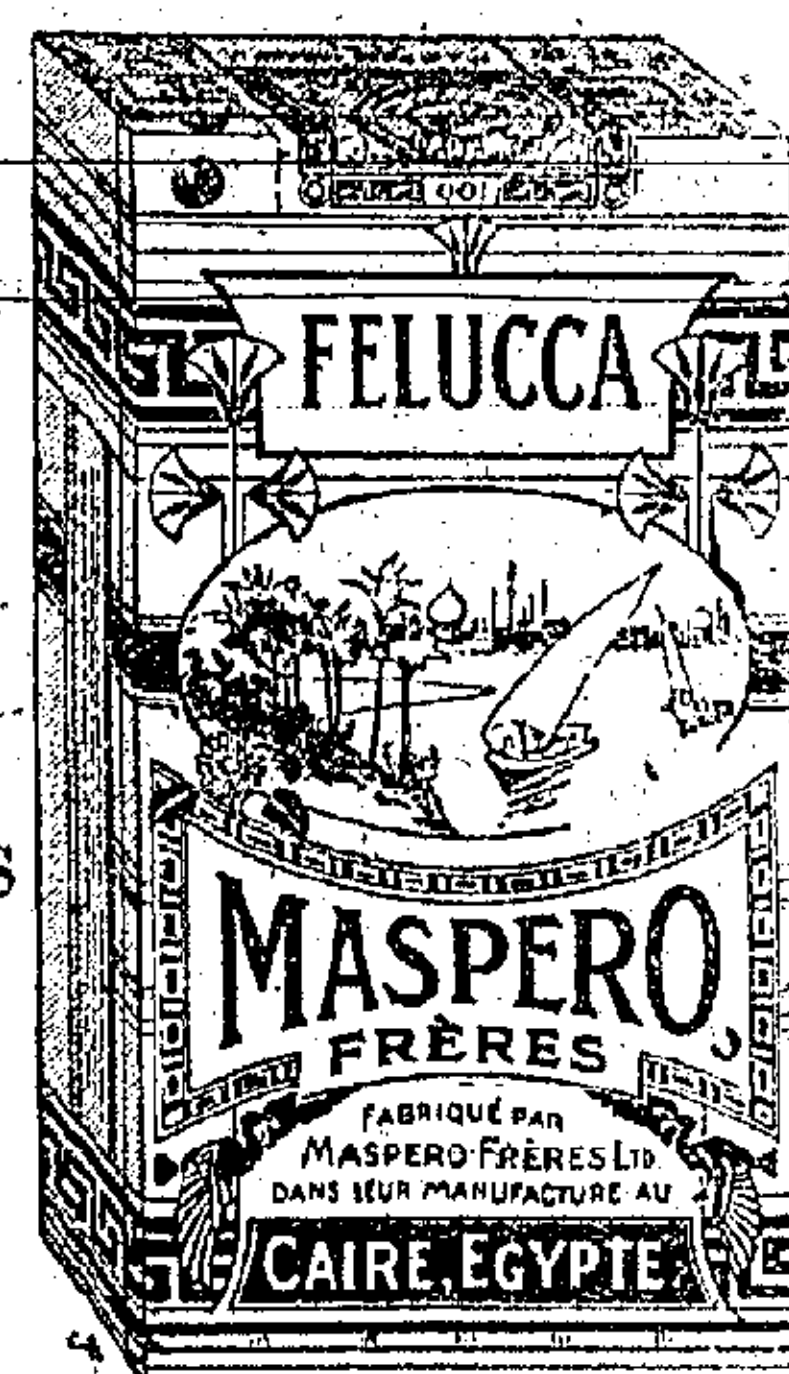
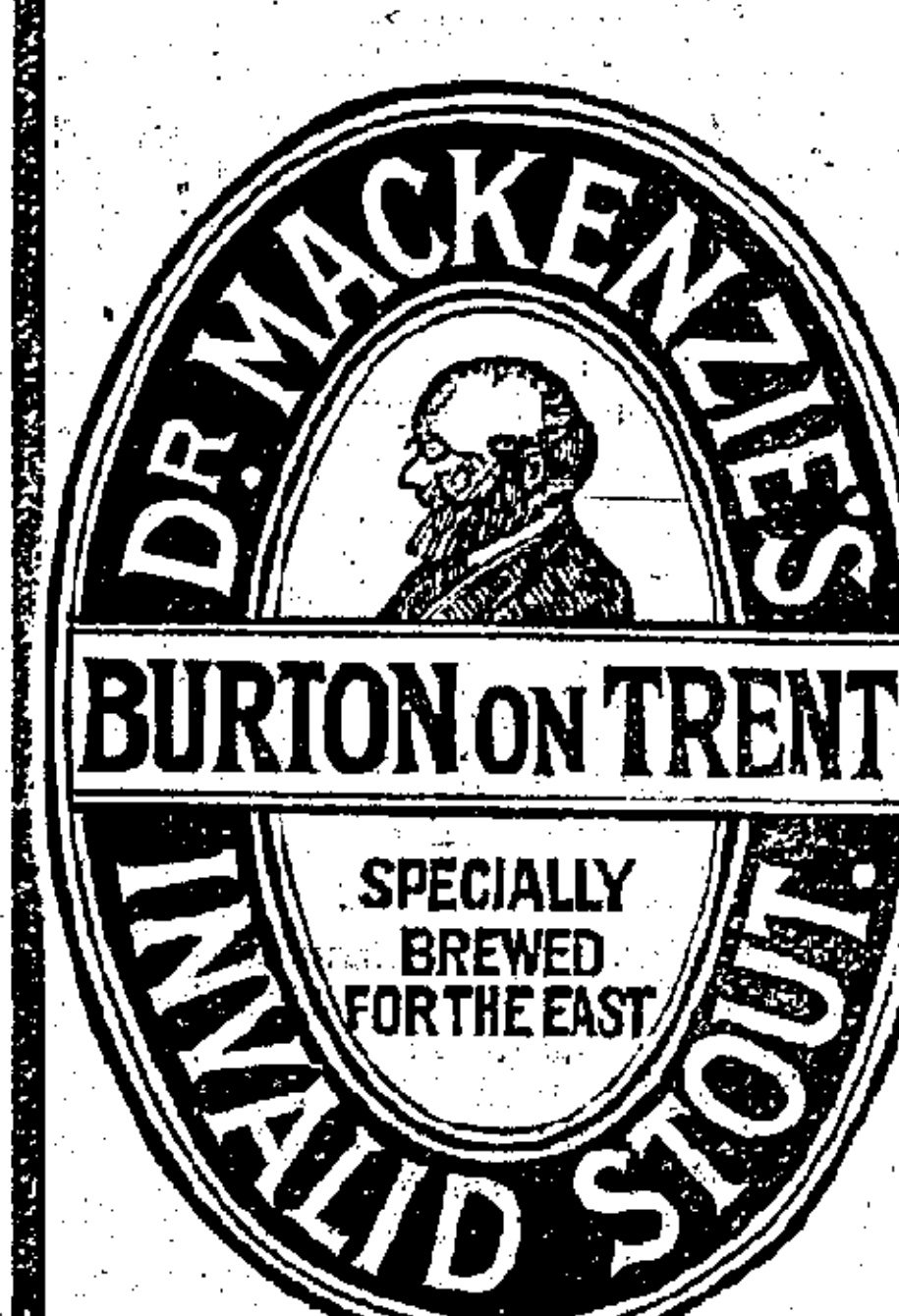
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FORTHCOMING EVENTS.

Saturday, 23rd Sept.—Ordinary General Meeting of Douglas Steamship Co., Ltd., Noon.

Saturday, 23rd Sept.—Extraordinary General Meeting of Douglas Steamship Co., Ltd., 12.15 P.M.

Saturday, 23rd Sept.—Ball at the Victoria Skating Rink, 9.15 P.M.

Monday, 25th Sept.—Annual Meeting of Crown Land at the City Hall, 5.30 P.M.

Tuesday, 26th Sept.—Annual General Meeting of Hongkong St. Andrew's Society, in the City Hall, 5.30 P.M.

Thursday, 28th Sept.—Annual General Meeting of Kowloon Cricket Club in the Club Pavilion, 5.15 P.M.

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